

Preapplication for HSIPR Program

OMB No. 2130-0583

Preapplication instructions:

- For each question, enter the appropriate information in the designated gray box; keep text answers brief.
- For a multi-State project/program, States are encouraged to identify a lead applicant.
- Please submit one preapplication for each individual project, planning study, or corridor service program.
- Answers provided in this form **will not be used for evaluation or selection purposes**.
- Applicants should complete and submit this form electronically to: HSIPR@dot.gov.

A. Who are you?

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance (*Check the appropriate box from the list*):☒ State☐ Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

☒ Group of States☐ Interstate Compacts☐ Public Agency established by one or more States☐ Amtrak in cooperation with a State or States

(2) Name of lead State or organization applying: Illinois Department of Transportation

(3) Name(s) of additional States and/or organizations applying in this group (*if applicable*): Iowa Department of Transportation

(4) Application point of contact (POC):

Mr. George Weber

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What is your project?

(5) Project/program name: Chicago-Genoa-Rockford- (Route C) or Chicago-Belvidere-Rockford- (Route A) Freeport-Dubuque Intercity Passenger Rail

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):
Improvements to rail corridors required to re-establish intercity passenger rail service between Chicago and Dubuque. Chicago-Genoa-Rockford-Dubuque routing (Route C) has no passenger trains west of Chicago today. Route via Belvidere (Route A) would share tracks with Metra/Milwaukee-West District trains east of Elgin. Decision on routing between Chicago and Rockford to be made. Route A would require new connections between Metra and UPRR at Big Timber and between UPRR and CN east of Rockford. Route C would include station at Genoa, which provides a link to DeKalb-Sycamore (Northern Illinois University, etc.). Reconstruction of the UPRR and CN lines to standards suitable for passenger service are required. New stations west of Elgin will be required - no suitable facilities exist today. Illinois and Iowa are working together on the plan for this new service.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): The Chicago-Dubuque corridor is approximately 183 miles long, running east-west across the northern portion of Illinois from Chicago thru Elgin, Rockford, Freeport, Galena, IL and into Dubuque, IA. Difference in lengths between Routes A and C is less than 2 miles total.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*): End points of the intercity passenger rail corridor would be Chicago and Dubuque. Intermediate stops would be: (via Route A) Belvidere, Alpine Road, Rockford, Freeport and Galena, IL. If run via Route C would not serve Belvidere, but would add stops at West Elgin and Genoa, IL.

(C) State(s) in which the project/program investment is/are located: Illinois (primarily) and Iowa (limited investment)

(D) State(s) in which the benefiting service(s) is/are located: Via Routes A or C, the proposed services would share tracks with Amtrak trains using Chicago Union Station. Reconstruction/upgrade of the tracks and signals in this facility may benefit the proposed Chicago-Dubuque trains.

(8) Project/program type:

(A) Types of capital investments contemplated (*Check all that apply*):

- | | |
|--|---|
| <input checked="" type="checkbox"/> Structures (bridges, tunnels, etc.) | <input checked="" type="checkbox"/> Rolling Stock Refurbishments |
| <input checked="" type="checkbox"/> Track-Rehabilitation | <input type="checkbox"/> Rolling Stock Acquisitions |
| <input checked="" type="checkbox"/> Track-New Construction | <input checked="" type="checkbox"/> Stations, Terminals |
| <input checked="" type="checkbox"/> New Rights-of-Way | <input checked="" type="checkbox"/> Support Facilities (Yards, Shops, etc.) |
| <input type="checkbox"/> Major Interlockings | <input checked="" type="checkbox"/> Grade Crossing Improvements |
| <input checked="" type="checkbox"/> Communications, Signaling, Control | <input type="checkbox"/> Electric Traction |
| <input checked="" type="checkbox"/> Other (<i>Please describe</i>): Route A requires connections between Metra-UPRR and between UPRR-CN. | |

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): Improvements vary by section of line - on Route A, east of Elgin 79 mph passenger service currently runs. CN and UPRR lines would require varying degrees of reconstruction by line section to be suitable for passenger service. New connections needed between Metra and UPRR and between UPRR and CN. New stations are needed west of Elgin. A layover facility is needed in Dubuque; additional locomotives and cars will be required.

(C) Service attributes (*Check all that apply*):

☐ Additional Frequencies on Existing Route

☐ Improved On-Time-Performance on Existing Route

☒ New Service

☐ Increased Average Speeds/Shorter Trip Times

☐ Other (*Please describe*):

(9) Project/program milestones (*mm/yyyy*):

Construction start date:
03/2010

Construction completion date:
03/2012

Service improvements realized: 03/2012

(10) Anticipated benefits (on intercity passenger rail service(s) benefitting from project/program)

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
Annual passenger-miles	n/a		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Average daily round trips (weekday)	n/a	1	<input type="checkbox"/>	<input type="checkbox"/>
On-time performance (OTP) (at endpoint terminals)	n/a	90%	<input type="checkbox"/>	<input type="checkbox"/>
Top speed (mph)	n/a	79 mph	<input type="checkbox"/>	<input type="checkbox"/>
Average operating speed (mph) (between endpoint terminals)	n/a	34.0 mph*	<input type="checkbox"/>	<input type="checkbox"/>

What will your project/program cost & how will it be funded?

Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):
\$58.6 million (physical plant and systems) plus \$1.4 million (rolling stock) = \$60 million

(12) Will your project/program proposal include matching funds?

(A) ☒ Yes If yes, as what percentage of total costs?

☐ No

(B) Proposed source(s) of capital matching funds *(Please check all that apply)*:

☒ State ☐ Local ☐ Private ☐ Other *(Please specify)*: ☐ N/A ☐ Not sure

(13) If an in-kind match is expected, provide a brief description of the asset *(less than 100 characters)*.

Operating Costs

(14) Is the project/program expected to result in an additional annual cost of operations for the benefitting service?

☒ Yes ☐ No ☐ Not sure

(A) If additional operating funding is required, what would be the source? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Dedicated State funding source If other is selected, please specify:

(B) What is the status of providing that funding? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Legislation enacted If other is selected, please specify:

D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
Corridor Service Planning Studies/Documents (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2007	<input type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2007	<input type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project Planning Studies/Documents (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General Planning Studies/Documents					
Project Management Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)? ☒ Yes ☐ No ☐ Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad? ☐ Yes ☒ No ☐ Not sure

(A) Who are your partners & what are their commitments?

- (18) **Right-of-Way Owner(s).** Provide the status of agreements with railroad(s) that own the right-of-way. (If appropriate, "owner(s)" may also include operator(s) under trackage rights or lease agreements.)
(If more than two railroads, please include additional information in question 24.)

Railroad owner 1 (Name):	Amtrak (0.6 miles [Route A] or 1.6 miles [Route C], from Chicago Union Station)
Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):	Master Agreement in place
Railroad owner 2 (Name):	Metra (39.8 miles, from Chicago to Elgin [Big Timber Road] for Route A, only)
Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):	Master Agreement in place

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

No agreement, but partner supports project

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): Some - less than 25%

If benefits to non-intercity passenger rail services are foreseen, are cost-sharing agreements in place with the beneficiary organization(s)? ☐ Yes ☐ No ☐ N/A ☐ Not sure

(B) Which track is the best fit for your project/program?

- (21) Anticipated HSIPR funding track (Click on the appropriate option from the dropdown menu shaded in gray):

Track 2 (Programs)

If unsure, please explain:

- (22) Anticipated application filing date (Check the appropriate box):

☒ 2009 – first round

☐ Subsequent round(s). (Note: Funding for subsequent rounds is not guaranteed.)

(C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*):

(D) Additional information (optional)

- (24) Please provide any additional information, comments, or clarifications. This section is optional. Additional information relative to Question 10 on Page 3 - * average speed for Route A shown in table; Route C average speed is estimated to be 35.3 mph.
- (25) Additional information relative to Question 18 on Page 6 - Other Rail Carriers Involved for Route A are: UPRR (42.6 miles, Elgin to Rockford) and CN (101.6 miles, Rockford to Dubuque). Other Route C carrier is: CN (180.6 miles, Chicago to Dubuque). Additional information relative to Question 20 on Page 6 - Metra-Milwaukee-West commuter services could benefit from improvements made in the Chicago-Elgin (Big Timber) corridor, while CP, UP and/or CN local and regional freight service might also benefit depending on the route ultimately selected.
- (26) Amtrak prepared the feasibility study for this intercity passenger rail service and has provided a proposal for the operation of the service. This route is included in the Midwest Regional Rail System plan.

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